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Environmental Assessment Engineering

ENVIRONMENTAL IMPACT REPORT

Proposed

CIVIC TERRACE SUBDIVISION

Newark, California



8501823

1225 Eighth Street, Suite 220
Sacramento, California 95814
(916) 442-1877

970 San Antonio Road, Suite 13
Palo Alto, California 94303
(415) 326-3071



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Prepared for

CITY OF NEWARK

April 1973



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Environmental Assessment Engineering

April 10, 1973

File: 1115-C

Mr. Charles Cashmark, Planning Director
Anthony Nelson, Asst. Public Works Dir.
City of Newark
37101 Newark Blvd.
Newark, California 94560

Dear Mr. Cashmark and Mr. Nelson:

Submitted herewith, as per your request, are thirty-five copies of an Environmental Impact Report on the proposed Civic Terrace subdivision in Newark, California.

The study and report have been carefully structured to address the items cited in the Federal Environmental Policy Act of 1969 and the California Environmental Quality Act of 1970. In addition, it should conform very closely to the California Guidelines for Environmental Impact Statements, and the City of Newark's preliminary guidelines for Environmental Impact Reports.

We find that the impacts involved are minor for the project as planned, and that any long-term effects appear in scale and appropriate to adjacent land uses and will not result in a significant decrease in environmental quality.

We appreciate this opportunity to serve you again.

Sincerely,

A handwritten signature in dark ink, reading 'Robert L. Nevin'. The signature is written in a cursive, flowing style.

Robert L. Nevin
Vice President
Chief Engineer

A handwritten signature in dark ink, reading 'Kirk Mulligan'. The signature is written in a cursive, flowing style.

Kirk Mulligan
Environmental Technician

RLN:VMc

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INTRODUCTION

This is a report on the potential environmental impacts of the Civic Terrace subdivision proposed by the St. Thomas Construction Company, Concord, California. The report has been prepared for the City of Newark by Environmental Assessment Engineering of Palo Alto and Sacramento, California. EAE is a consulting firm which brings together specialists in many fields for this type of study, and the findings herein are based on the professional conclusions of these specialists.

PROJECT DESCRIPTION

The proposed Civic Terrace project will be located on 18.29 acres of open land in Newark, California, between Thornton Avenue and Baine Avenue, and east of Birch Street. The proposed development will provide 91 single-story, single-family residential units, or an average of 5 units per acre. Average lot area will be 6100 square feet. Construction of two 64-foot wide streets, three 60-foot wide streets, and one 56-foot cul-de-sac is also planned. Access to the site will be via Baine Avenue from the west (near the Birch Street and Baine intersection) and via St. Edwards Street from the north a new road from Thornton Avenue, to be constructed with the project. Eventual plans call for a Wells Avenue access, intersecting Birch Street and terminating at Newark Boulevard (See location map, Figure 1 and development map Figure 2). These units will sell for \$29,950 to \$33,950.

EXISTING ENVIRONMENT

As a means of evaluating the sensitivity and identifying significant impacts, the environmental setting must be described. This includes cultural, institutional and social impacts as well as the physical and ecological characteristics.

The project site is an unused 18-acre field bounded on the southerly side by Baine Avenue, and separated from Birch Street by one row of lots. The Southern Pacific

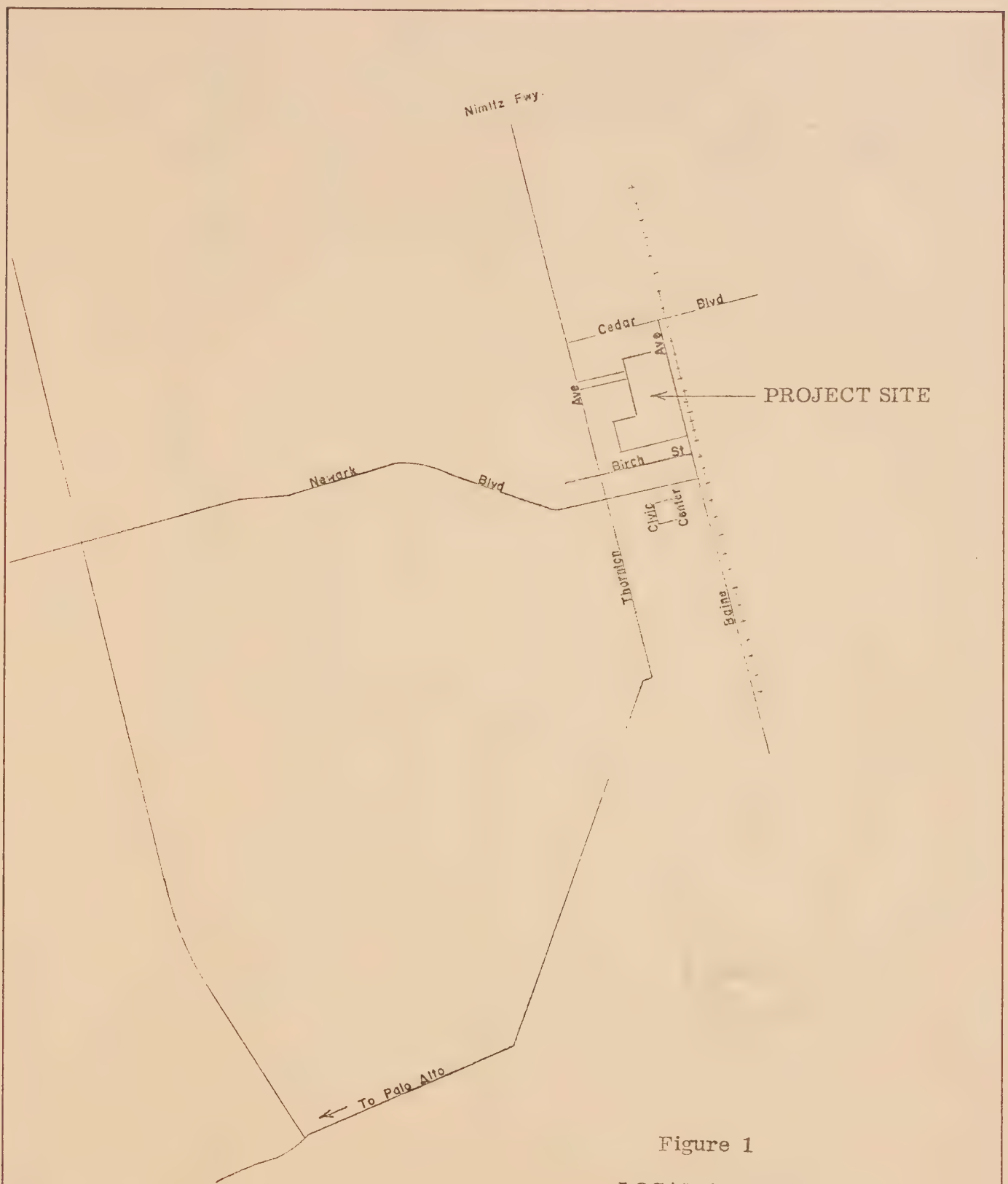


Figure 1
LOCATION MAP

12W11

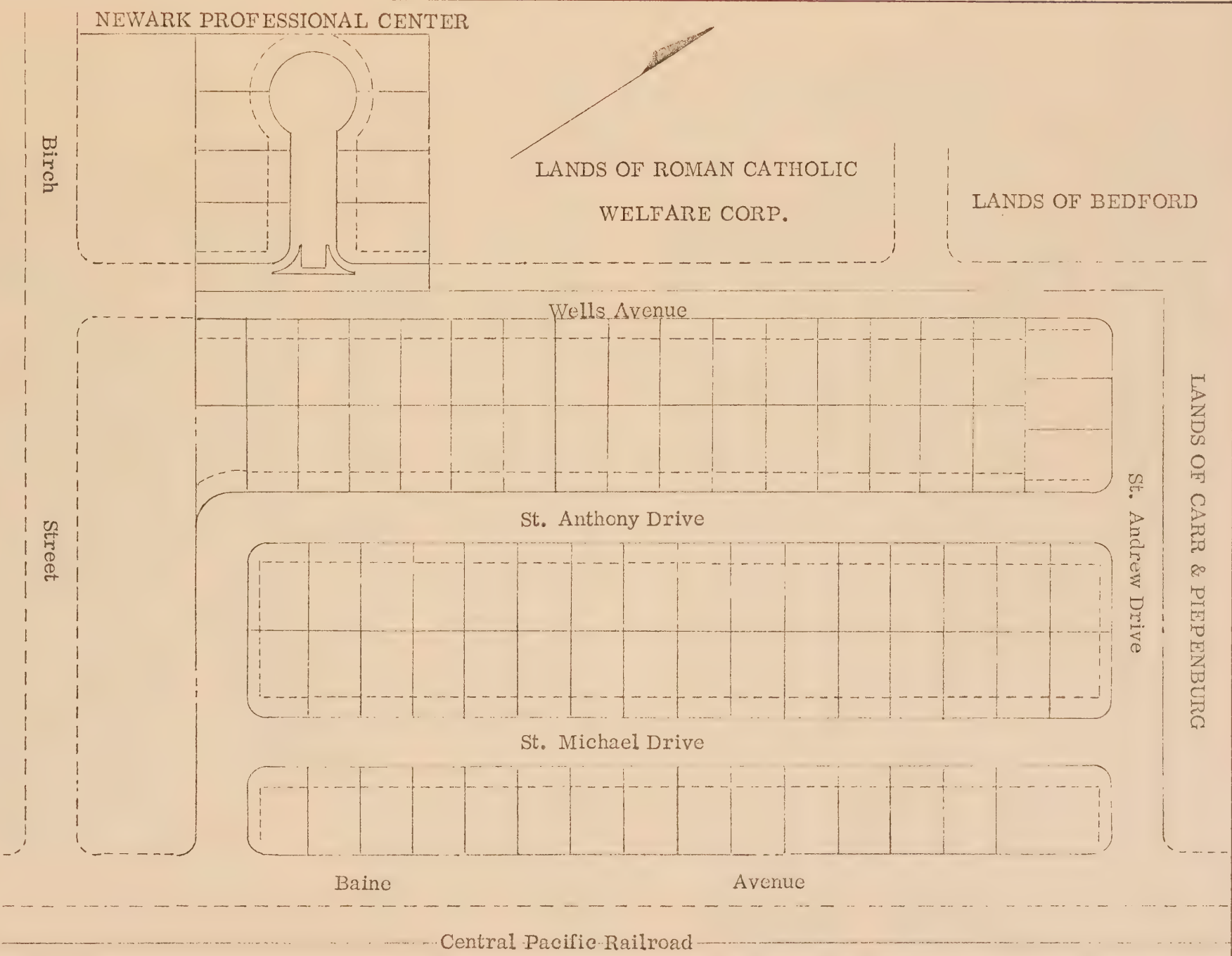


Figure 2

CIVIC TERRACE SITE
DEVELOPMENT PLAN

Railroad tracks run along the southerly side of Baine Avenue. The property is separated from Cedar Boulevard by several hundred feet and is separated from Thornton Avenue except for a new street, which will be called St. Edwards Drive.

Located at the northeastern corner of Thornton and Cedar is Newark Square, an assemblage of various merchants and services. (These and other facilities for the area are listed in Appendix I). Along Thornton Avenue between Birch and Cedar, are additional merchants, service facilities, and several small residences. Also within this area are three churches and a Catholic elementary school. The American Forest Products Corporation is located to the east of the parcel on Cedar Boulevard. Those lands bounding the easterly side of the Civic Terrace project will eventually be developed into a two- and three-story, family, garden-type apartment complex, probably by Carr and Piepenburg. The area is currently zoned for this type of apartments and no variance is planned. One hundred and ninety-six units are planned. Currently, the entire open acreage is unused except as a short cut for some students walking to or from Milani Elementary School.

Topography

The project area is characterized by level topography with no outstanding depressions or elevations. There are no stream channels and rain water either percolates into the soil, or is carried away by the existing drainage system. Due to the flat terrain and heavy weedy overgrowth, there is little potential for erosion.

Geology, Soils and Seismology

Harlan Engineers in their report Soil Investigation for Tract 3490, Civic Terrace Development found geologic, soil, and seismologic conditions as follows:

"The site is located on the flat alluvial sediments surrounding San Francisco Bay. The project area is underlain by dense silty sands and conglomerates and stiff sandy clays, to the depths explored. No groundwater was encountered in any of the borings at the time of drilling."

"The site lies between the active San Andreas and Hayward Faults at a distance of approximately 3 miles west of the Hayward Fault and 15 miles east of the San Andreas Fault. Primary concern related to seismic activity is the behavior of the foundation soils during strong ground shaking. Since there are no known active faults crossing the site, probable future seismic activity occurring in the general area should result in only secondary seismic activity within the subject site. The most probable secondary activity to occur in this area is that of shaking. Under strong shaking, soft,

loose, unconsolidated materials can fail in strength thereby causing damage to structures on the ground surface. However, since the site in general is underlain by dense native materials, properly designed structures of one or two story wood frame construction should generally behave satisfactorily during earthquake shaking."

Vegetation and Other Scenic Values

A dense mat of forbs and weeds cover the entire project site and balance of open acreage. Primary species include, but are not limited to, filaree, wild oats, wild radish, swiss chard, ox tongue, and mustard weed. There are no trees on the project site.

No scenic values are involved here.

Wildlife

The site area currently supports a substantial amount of wildlife. Ground squirrels were observed as were the signs of other rodents (field mice and gopher). Occasional skunks, opossum, rabbits and raccoons may frequent the site.

Avian life consisted of, but is not limited to, Brewer's and Redwing Blackbird, meadowlarks, sparrows, and Burrowing owls. An active Burrowing owl's nest was found. Quail or dove may be found at times.

Orthopods such as spiders, beetles, leafhoppers, grasshoppers, bees, crickets, and flies forage on the plant, decaying animal matter, and each other. They are in turn preyed upon by higher forms of life. There are undoubtedly some frogs and toads, lizard species, and common snakes.

Climate and Hydrology

The mean annual precipitation for the Newark area is 15.01 inches. There is a variable temperature range throughout the year with the maximum in September. Temperatures rarely go over 100°F. and on the average, only five days a year does the temperature exceed 90°F.

There are sea breezes during the summer months averaging about 9 miles per hour (mph). Winds exceed 35 mph an average of once every two years, increasing to 80-85 mph an average of about once every 50 years.

There are occasional heavy rains in this area. One-half inch per hour occurs an average of once every two years; 1.3 inches in 6 hours an average of once every two years; and 1.9 inches in 24 hours an average of once every 2 years. The humidity averages in the 60's in winter, and 50's in summer, and is in the lower 80's at night most of the year.

Archaeology and Historical Sites

The site was examined by Thomas King, Archaeologist, California State University, San Francisco, California. The Archaeological Research Facility of the University of California, Berkeley, has no record of any archaeological sites recorded in the vicinity of the Civic Terrace project area. However, a site does (or did) exist in the area. Mr. Omar Conger, an experienced local avocational archaeologist reports that residents have told him of finding skeletons and many artifacts when the Thornton Avenue interchange was constructed. Additional artifacts were reported during construction of buildings in the interchange area (personal communication, King and Conger, March 19, 1973). No information is available on the kinds of materials found or the exact boundaries of this possible site. Its approximate location is shown on Figure 3.

A heavy growth of tall weeds and grasses cover the site area, rendering close surface inspection impossible. Clear areas were inspected, and revealed no evidence of any artifacts, detritus, or other cultural material. Two auger borings were made in search of buried middens or other indications of archaeological importance – one near the center of the site, the other at the NW edge. Both showed what appeared to be simple A-B profiles with no sign of disturbance or discoloration.

No historical sites are involved with this project.

Utilities

Because the proposed site is within an existing developed area, utilities and civic services are available. Plans and designs have assumed the area will be developed.

Water: Water needs of the proposed development will be met by the Alameda County Water District. No problems are foreseen in serving this area.

Sewerage: The proposed project site is within the Union Sanitary Service District. Civic Terrace's effluents will be treated at the Newark Treatment Plant which has a

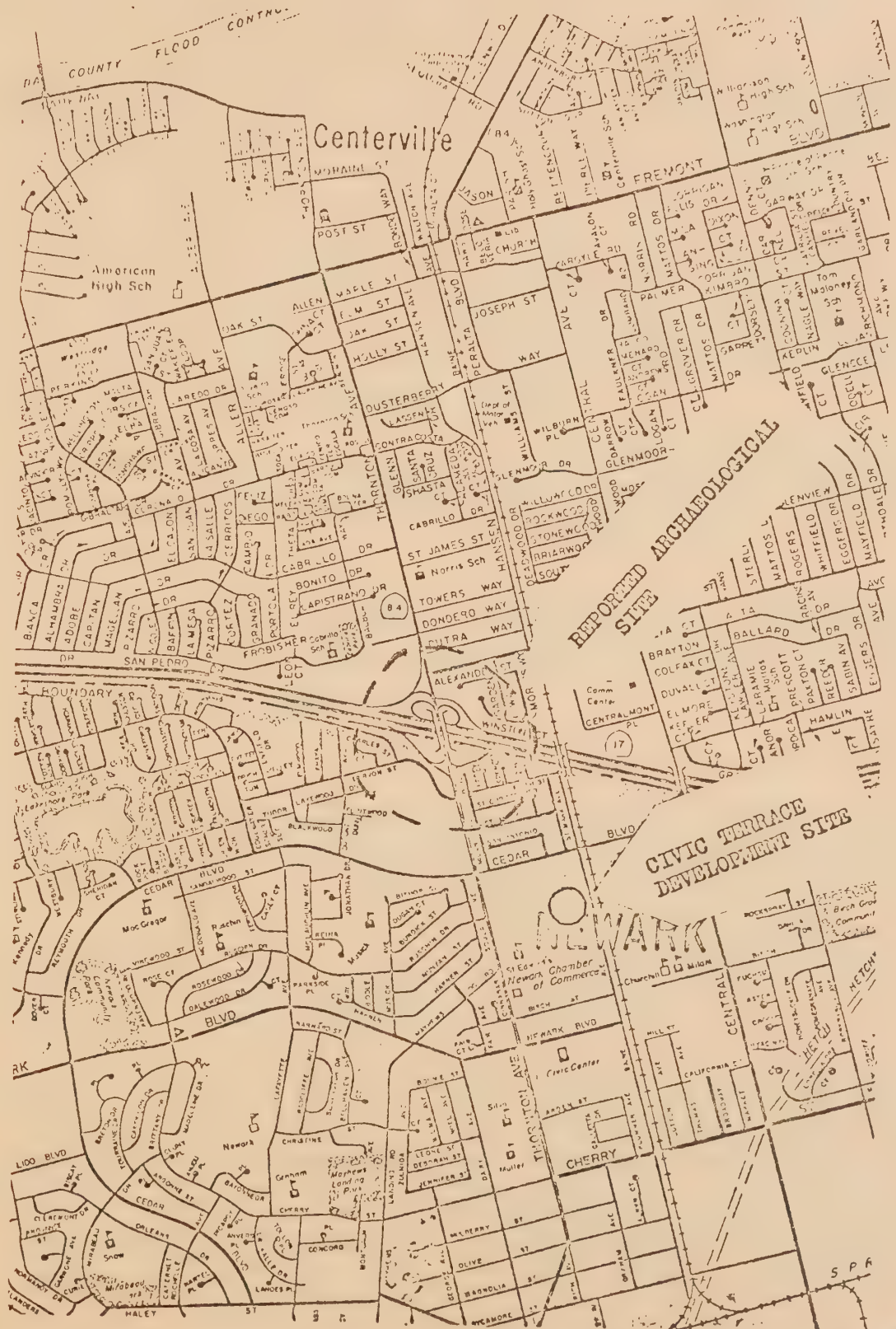


Figure 3

total operating capacity of 7.0 million gallons per day (mgd). Presently the plant is operating at 5.0 mgd, leaving 2 mgd in reserve for new developments. More specifically, this leaves a remainder of 4,392 possible dwelling units to utilize the remaining operating capacity of the Newark Plant (as of February 5th). The Civic Terrace Development falls within this category.

Storm drainage: The storm drainage system for the northern site area is a 39" pipe down the future St. Edwards Street to Thornton Avenue, where it joins a 42" line. This runs along part of Thornton and then down Mayhews Landing Road.

The southern drainage is an 18" line from Birch and Baine to between Hill and California Streets. Here it converts to a 24" line across the railroad tracks into the F-1 flood channel. The Alameda County Flood Control District stated that drainage plans were made in anticipation of this type of development for the project site area. No problems are foreseen handling storm drainage.

Solid waste: The District Manager for the East Bay Disposal Company has confirmed that there will be no difficulty handling solid waste material from the Civic Terrace Development.

Power and heat: Power lines circumvent the entire acreage. PG&E (Fremont) depending on final project plans, will draw power from either Birch or Baine Streets. There is adequate capacity available.

Civic Services

Police: Police protection will be provided by the Newark City Police Department. No unusual difficulties or additional strain will be placed upon existing police facilities.

Fire: Tentative approval of the proposed Civic Terrace project was made by the Newark Fire Department, subject to approval of plans for hydrant locations, lot size, building configurations, street names, and access points.

Schools: Schools serving Newark include Bunker Elementary, Graham Elementary, Kennedy Elementary, Lincoln Elementary, Milani Elementary, Muller Elementary, Musick Elementary, Ruschin Elementary, Schilling Elementary, and Snow Elementary. Kindergarten classes are held in each of these schools. Junior high schools (inter-school) include Mac Gregor and Silva. The high schools in Newark are Newark High,

the new Memorial High School, and a continuation high school for disadvantaged students. Southlake Elementary is a planned school for the Newark southern area.

Land use zoning: The project site is zoned RS-6000 medium density and satisfies the Newark General Plan.

Restrictions and Conditions

The Civic Terrace Planned Development is subject to several conditions as designated by the City of Newark.

1. Those homes fronting Baine Avenue must meet a required lot depth to provide a minimum setback distance from the rail-road as a means of limiting noise.
2. The developer must buy the title to Baine Avenue adjacent to the tract by the time of the abandonment of Baine Avenue and prior to the construction of homes.
3. A cash deposit from the developer will be held for construction of Wells Avenue beyond the limits of the subdivision through an area between the houses that front Birch Street. A continuation of Wells Avenue will be completed from Birch Street to Newark Boulevard by the City of Newark. The deposit will be held until the entire section can be completed.
4. The developer will be required to bear the cost and complete St. Edwards Street from Wells Avenue to Thornton Avenue.

ENVIRONMENTAL IMPACTS

All construction and development projects have environmental impact, if only that they fill up some open space. Housing projects such as Civic Terrace subdivision also provide homes for families, increase the work force in the area, and stimulate the market for goods and services.

In such cases, a decision must inevitably be made whether to commit some environmental resources and foster development, or to save the resources and discourage development.

Total Impacts

Total impacts must include the good with the bad, and provides a measure of the benefits that can be achieved by the project and the environmental costs that would be involved.

Open space: The proposed project would utilize what is now open space for single-story residences. This action would be irreversible, however, the City Plan indicates the intention of allowing such developments within this area, so presumably it complies with the community aims. The proposed Civic Terrace project conforms to the Newark General Plan and other applicable land use restrictions and therefore can be assumed to conform to the community aims for growth and development in the area.

Objections have been raised by residents along Birch Street, as to the construction of Wells Avenue past Birch Street to Newark Boulevard. These objections may be brought out in future public hearings.

Vegetation and wildlife: The impacts on the existing ecological communities will be significant. The present habitat will be lost, and areas that are not covered with houses or pavement will be converted to lawns, gardens and shrubbery.

Most of the present species will either be displaced or eliminated, but other species, particularly of birds used to close proximity of humans, will increase.

There are no rare or endangered species in the area, and the overall loss of scenic and wildlife resources would not be large. Not to minimize the importance of any balanced eco-system, it could safely be stated that the site area does not support an important or particularly diverse eco-system. Although there will be species of plants and animals lost or displaced, no known, threatened or endangered species exist in this vicinity.

Beneficial effects (biologically speaking) from this project would be the increase of urban related song birds and a decrease in rodents. Quality landscaping could make this an attractive area, as well as aesthetically pleasing to Civic Terrace residents.

Geology, seismology and soils: As discussed in the section on Environmental Setting, there are no unusual geologic, or seismic hazards, and the soils are suitable for standard construction methods.

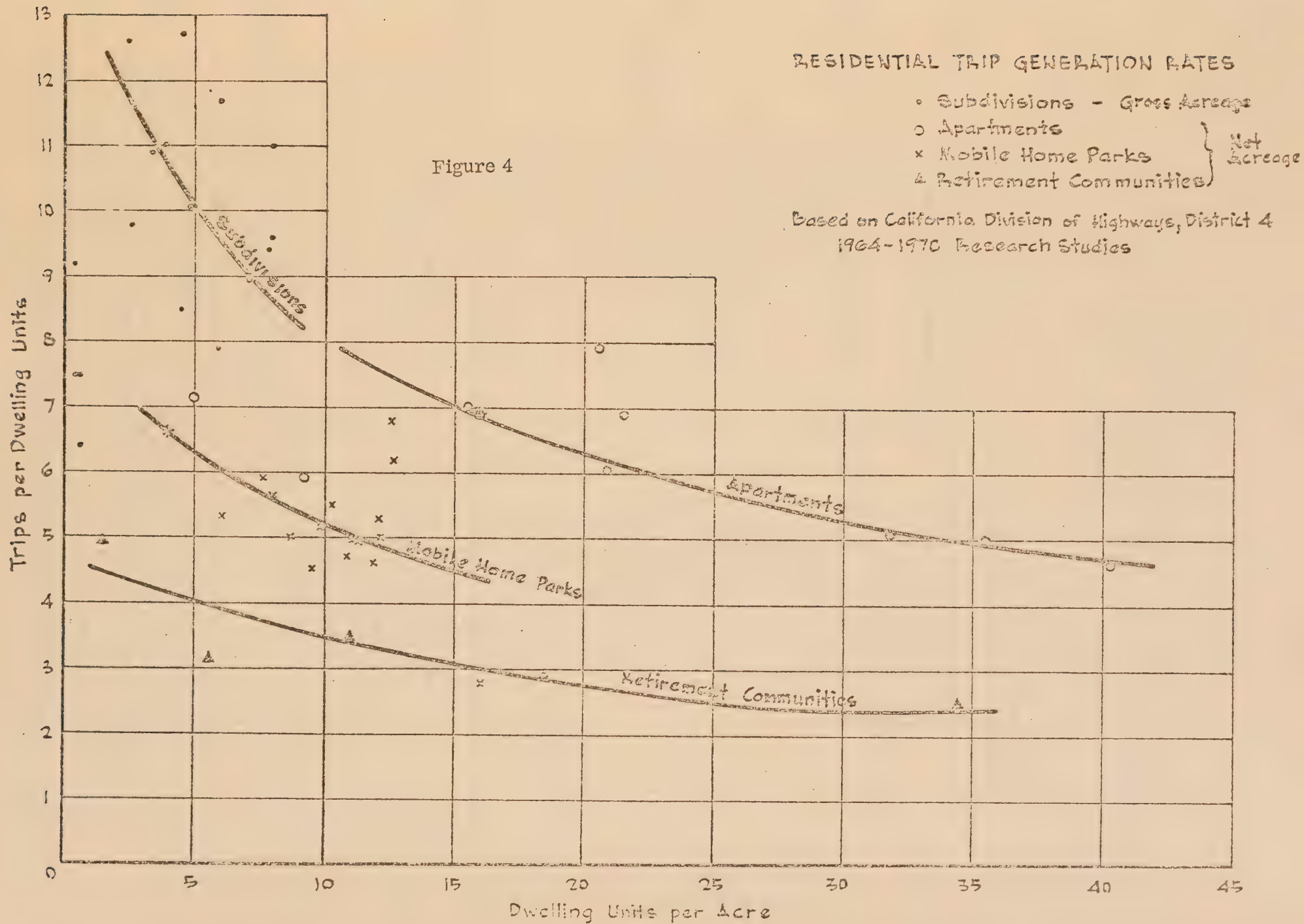
Water pollution: There is no perennial stream within the site area so there will be no direct water pollution. Some silt may be washed into the drainage system if rain occurs during construction and some oil and grease will wash from streets and parkway areas after completion. This storm water is not used, and the dilution will be such that no significant pollution will occur to the receiving waters of the Bay.

Archaeology: Although archaeological material may exist at depth or in areas obscured by the tall grass, there is no observable evidence of prehistoric occupation at the Civic Terrace site. However, the presence of what appears to be a major site at the Thornton Interchange suggests that the Civic Terrace site may have been regularly traversed by Indians. Caution should therefore be exercised during construction. In the event archaeological materials are uncovered, speedy observation and identification of such materials should be obtained by phoning the Department of Anthropology Museum, California State University, San Francisco, (415) 469-1642.

Traffic: The City of Newark's street plans for the general area circumventing the project site, will be completed in three stages; St. Edwards Street to Thornton Avenue, Wells Avenue to Cedar Boulevard, and Wells Avenue to Newark Boulevard. Due to the high number of persons per dwelling ratio in Newark, and the fact that there is no public transportation system available, it is felt that a high of as much as 11 to 12 trips per day per unit may be generated from the Civic Terrace development.* (See Figures 4 and 5). This would mean a total trip generation of 1000-1100 vehicular trips per day for the development. The impact of this traffic depends not so much on the numbers involved, but on the circumstances of exit and entry to and from the subdivision.

It is probable that the majority of the vehicle trips would be via St. Edwards Street and Thornton Avenue, but left turns either from St. Edwards onto Thornton or Thornton onto St. Edwards would be difficult and hazardous unless a traffic light is installed at that intersection. If the traffic light is installed, the impact would be principally the effect of one more light on Thornton Avenue; the addition of 700 to 900 vehicle trips per day to a street with nearly 30,000 cannot be a major impact. Assuming a traffic light is installed at the St. Edwards-Thornton intersection, most of the traffic would use this route. Some traffic would move via Baine Avenue to Newark Boulevard, but very little would move up Birch Street to Thornton. Baine Avenue would be closed off from Birch to Cedar, so the traffic on Baine from Birch to Newark Boulevard might well be less than at present.

* California Division of Highways, Region 4, Seventh Progress Report on Trip Ends Generation Research Counts, December 1971.



General Guide on Trip End Generation Rates by Land Use

TYPE OF LAND USE	TYPE OF DEVELOPMENT	NO. OF STUDIES	WEEKDAY TRIP END GENERATION RATES	
			AVERAGE *	RANGE
RESIDENTIAL	<i>Subdivision</i>	19	9.3 TE per Occupied Dwelling Unit	6.4 - 12.7
	<i>Apartment</i>	13	5.9 TE per Occupied Dwelling Unit	3.1 - 7.9
	<i>Mobile Home Park</i>	17	5.4 TE per Occupied Dwelling Unit	2.8 - 6.8
	<i>Retirement Community</i>	5	3.3 TE per Occupied Dwelling Unit	2.9 - 4.9
COMMERCIAL	<i>Shopping Center (REGIONAL)</i>	1	670 TE per Net Acre	—
	<i>Shopping Center (NEIGHBORHOOD)</i>	1	1000 TE per Net Acre	—
	<i>Motel</i>	7	10.6 TE per Occupied Unit	4.7 - 13.4
	<i>Restaurant</i>	1	30 TE per 1000 Sq. Ft. Floor Area	—
INDUSTRIAL	<i>Various types of Industry</i>	24	88 TE per Net Acre	9 - 253
	<i>Industrial Park</i>	3	77 TE per Net Acre	63 - 140
	<i>Warehouse</i>	9	81 TE per Net Acre	23 - 256
	<i>Mass Production</i>	5	137 TE per Net Acre	39 - 191
	<i>Administration</i>	6	71 TE per Net Acre	28 - 229
	<i>Research and Development</i>	6	65 TE per Net Acre	31 - 127
	<i>Specialty Production</i>	7	39 TE per Net Acre	9 - 159
MAJOR INSTITUTION	<i>College (4 yrs.)</i>	4	2.2 TE per Student	1.9 - 2.7
	<i>College (2 yrs.)</i>	4	1.3 TE per Student	1.1 - 1.6
	<i>High School</i>	5	1.3 TE per Student	1.1 - 2.1
	<i>Grammar School</i>	1	0.7 TE per Student	—
	<i>Civic Center</i>	2	30 TE per 1000 Sq. Ft. Floor Area	25 - 69
	<i>Hospital</i>	6	10.4 TE per Bed	4.5 - 14.9
	<i>Medical Office</i>	4	41 TE per Doctor	31 - 53
	<i>Library</i>	2	51 TE per Employee	37 - 82
RECREATIONAL	<i>Park</i>	7	6.7 TE per Camp or Picnic Site	2.1 - 19
	<i>Winery with Tasting Room</i>	1	11.0 TE per Employee	—
	<i>Golf Course (18-HOLE)</i>	6	6.4 TE per Acre	2.5 - 10.9
			816 TE per Golf Course	237 - 1524
	<i>(9-HOLE)</i>	1	176 TE per Acre	—
	<i>Bowling Lane</i>	1	33 TE per Lane	—
AIRPORT	<i>Marina</i>	3	4.8 TE per Berth	3.2 - 10.0
	<i>County Airport with less than 415 based aircrafts</i>	5	5.6 TE per Based Aircraft	2.4 - 6.2
	<i>Municipal Airport with 500 based aircrafts</i>	1	12 TE per Based Aircraft	—

SOURCE : California Division of Highways, District 4 Trip Ends Generation Research Counts.
Except for Fresno State College, all studies were taken within the San Francisco Bay Area.

*NOTES Average rates are weighted from the total number of studies for each type of development with ranges shown. They will be updated periodically as more studies are made.
Average rate for developments with limited number of studies may be drastically changed.

Once Wells Avenue is extended across Birch to Newark Boulevard some of the traffic using St. Edwards will use Wells to Newark. Very little of this traffic would use Birch Street, but there would be a definite impact along the new length of Birch. Even 300 to 400 vehicle trips per day represent a major change when there was not even a street in the area previously.

The completion of Wells Avenue through to Cedar Boulevard will significantly lighten any traffic loads entering or exiting via St. Edwards Street or the Wells-Birch route. The Wells-Cedar exit would become equally attractive for residents of Civic Terrace, and would lighten traffic loads by as much as one-third for the other entry and exit routes.

These impacts are not great, but must be recognized as part of the price if development is to be encouraged.

Noise and air pollution: Other than normal automobile emissions the only other source of air pollution would be dust raised during the construction period. This source can be minimized by proper sprinkling during dry weather.

Taking into account temporary, normal construction noises, the major sources of additional noise, will be due to vehicular traffic to and from the development and train noise from the railroad parallel to Baine Avenue. The 1000-1100 traffic trips generated from the project will result in varying degrees of increased noise levels on Birch, Wells, Newark Boulevard, and Thornton Avenue. Baine Avenue is to be abandoned.

Thornton Avenue will be least affected with respect to increased noise levels. The additional traffic on Thornton will not significantly increase the background noise level, simply because the additional traffic will be absorbed by the present volume of traffic. Any noise increase will be minimal.

Newark Boulevard at present is a relatively quiet street, and although traffic loads will be increased, the noise level will not significantly increase. This boulevard is two lanes each way with considerable open space along its length. The open space will effectively absorb noise energy and the impact will be minimal.

With the completion of Wells Avenue past Birch Street and through to Newark Boulevard noise levels can be expected to increase. These effects will include a moderate increase from the Birch-Wells intersection to Thornton Avenue, and will impose traffic noises for the first time from Birch-Wells intersection to Newark Boulevard. Taking into consideration the traffic flow patterns of this area in conjunction with the

Civic Terrace development anticipated vehicle trip generations, the noise increases will only be significant in the area of the above mentioned intersections. The bulk of traffic generated from the project site will utilize St. Edwards Drive, leaving the remaining load to exit via Wells Avenue, or via Blaine Avenue to Newark Boulevard. Due to the location of St. Edwards Street, noise generated from traffic will not significantly disturb the surrounding area. No family residences are within the immediate vicinity, and Sunday church traffic would be heavy in any case.

The developer would be required to purchase title to Baine Avenue and it is to be abandoned. This will eliminate traffic noise in this area, and will probably reduce overall traffic on Baine east of Newark Boulevard.

The other major noise source for this area comes from the Southern Pacific Railroad parallel to Baine Avenue. The train activity is strictly freight movement, this route having been established as a main line between San Jose and Oakland, and San Francisco and Tracy. Although there is no set schedule, Southern Pacific in Fremont stated that on the average there are 24 movements with a 24-hour period.

With respect to Civic Terrace and potential noise pollution from the railroad, several factors help reduce the chance of disturbance to residents. Currently a long row of medium height trees parallel Baine Avenue and the tracks, acting as a buffer zone between the railroad and project area. Simple transmission loss reduces the intensity of noise as it is radiating from its source. The considerable amount of open space along this section of track will add to the intensity loss. The apparent slow rate of trains through this area also would help in keeping noise levels at a minimum.

As a comparison, noise readings were taken for freight train traffic in the proposed West Berkeley Industrial Park area adjacent to the East Shore Freeway (I-80). These readings were taken some 500 feet from the railroad tracks, one reading point with no obstruction between the tracks and recording point, and one reading point with a building partially acting as a buffer. Ambient noise levels showed readings of 56-62 dBAs. Readings were from 10:30 a.m. to 10:47 a.m. A slow moving freight showed a reading of 62 dBAs, and a faster moving freight showed 78 dBAs with a whistle. Another train movement left a reading of 72 dBAs without a whistle. These levels were interpreted as obviously noisy, but tolerable.

* Letter from V.A. Spencer, Registered Sanitarian, Dept. of Public Health, Berkeley to Johnny Haracz, Planning & Engineering Redevelopment Agency, Housing Authority, Berkeley, May 25, 1972

It must be noted that although there is an average range of noise tolerance for people, there are still variations between individuals. Therefore noise that may disturb one individual, may have little or no effect on another.

Additional studies might be desired by the City of Newark to determine exact decibel ranges for train activity with respect to total ambient background noise levels, and to determine whether additional noise control measures, such as a wall, might be needed.

It can be concluded that any impact due to traffic noise is very slight, other than the expected increase at the Wells Avenue--Birch Street intersection area. It is believed that noise due to train activity will be well within tolerable levels, but further investigation may be desirable to substantiate this.

Schools: The potential impact of the Civic Terrace Development upon the Newark School System warrants careful consideration. Children in the age group of kindergarten through sixth grade would go to Milani Elementary. This would involve children crossing the Central Pacific Railroad tracks, a potential danger even though train activity along the tracks is moderate. Leo Hinkel, Principal of Milani School felt that bussing the children around the tracks would alleviate the problem. Assuming that the school age children, coming from Civic Terrace, exceeded the capacity of Milani Elementary, those additional students would be bussed to neighboring schools with adequate room facilities.

A major impact involved in Newark is that most or all of Newark's Elementary schools are near capacity levels now. The new Birchwood Homes development at the southeast corner of Central and Birch will place strain on existing facilities. With the Civic Terrace development the need for additional schools would become slightly more critical. The proposed development would probably generate at least 100 elementary school students.

A \$4.9 million bond issue will be voted on in April, seeking funds to complete Memorial High School, remodel some existing schools and construct a new Southlake Elementary School. These facilities are needed for present students, so the proposed development would only aggravate the problem rather than creating it. If the bond fails, portables must be rented or double sessions and staggering of classes may be necessary. The capacity for high school students in Newark is adequate.

Utilities and civic services: Aside from the factors concerning traffic, noise and schools as previously mentioned, there would be no significant impacts on utilities or civic services.

Other impacts: There are no historical sites involved with this project, and there are no significant impacts on utilities or other civic services.

Some concern has been voiced about the possibility that part of the proposed adjacent two-story apartment complex (lands of Carr and Piepenburg) would have unobstructed vision into the backyards or homes of residents in Civic Terrace living off of St. Andrews Drive. With adequate landscaping and St. Andrews Drive separating the two developments, this is not seen as a potential problem.

Summary of Adverse Impacts

The adverse impacts of the project include the commitment of existing open space to housing, but the development conforms to all land use plans for the area.

Some species of plants and wildlife will be lost, but others will be increased.

The impact upon the Newark school system calls for careful consideration of any further residential development within Newark. Peak capacities are currently being reached at all elementary schools, and if the April bond issue fails, double sessions and staggering of classes will be necessary.

Traffic generated from the development must be considered as an adverse impact, even though the effect may be small. However, taking into account the projected numbers of vehicle trips anticipated from Civic Terrace and the anticipated flow patterns, any impact should be minimal in terms of traffic congestion. The noise and traffic impact from the increased vehicular flow will be most apparent only to those residents living in the immediate area of the Wells Avenue—Birch Street intersection.

Alternatives

The only real alternatives to the proposed subdivision would be a different density or type of development, which would have equal or greater impacts, or to maintain the area as open space. This would mean foregoing the needed housing and the economic benefits to surrounding land uses.

Comparison of Short-Term Environmental Use to Long-Term Productivity

The development of this site will provide housing for approximately 375 to 400 people in an area convenient to schools, shopping, and public services.

The long-term use of this site without development would be essentially as open space, as the topography and vegetative characteristics are not suitable for recreation or scenic reserve.

Irreversible and Irretrievable Commitment of Resources

The only irreversible or irretrievable resources involved are open space and some aspects of plant and wildlife. As discussed in previous sections, these commitments do not seem significant.

Growth Inducement

The increase of population due to the Civic Terrace development is insignificant when compared to the overall growth of Newark. This development and the adjacent planned apartment complex are almost completely surrounded by various land use developments. This project and planned apartment complex will essentially complete the open acreage, and therefore would not foster additional growth.

Area Affected by the Project

The influence of the project will theoretically extend to nearby schools and to the shopping and employment centers in Newark. Other than the possible influence on the Newark school system, the overall influence will be negligible.

APPENDIX I

Newark Square

Louis Stores
Chevron Station
Holland House Bakery
Barber Shop
Beauty Salon
Kellogg 5-10-15
Delicatessen
Oliveriras
Bob's Giant Burger
Kodak Film Developing Stand
Village Building Supply

Along Thornton

7-11 Store
Kentucky Fried Chicken
St. Edwards Catholic Church
and School
Rieding and Co., Realtors
Church of Christ

Newark Professional Center

Newark Chamber of Commerce
Trainers
Division of Highways
Teachers Association
Physicians and Surgeons
Dentists
Optometrist
Dublin Air Industries
RO-Lab

Corner Thornton and Birch

Assembly of God Church

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